

**SELF-PROPELLED VEHICLE****SUMMARY OF THE INVENTION**

The invention relates to a self-propelled vehicle that are is for example to be used for support or service works on airplanes, hereby also military airplanes, for example example to ventillate ventilate the airplane, performing service on the hydraulic systems of the airplane, the powersupply power supply, loading of ammunition, tanking of fuel, towing etc.

With the ongoing development of airplanes that start and land vertically, especially military airplanes, situations will arise where airplanes will not be receiving service in an airport, but for example on a parking lot, a piece of highway etc. This means the support vehicles will have to be brought to the place in question. This is also the case with regards to peacemaking or peacekeeping missions in far away destinations. This often means that support equipment, because of the need for a rapid intervention, will have to be moved to the area of operations by airplane. It is therefore advantageous that the vehicle comprises all the modules that are needed for support or service.

A vehicle of this kind can easily be flew flew to an area of operations where typically only one airplane at the time will receive service from the vehicle, and not like in a normal airport where several airplanes are receiving service from several vehicles.

When they are being used for performing service on airplanes, vehicles of this kind are preferably relatively low so that they can pass under the wings of an airplane. For this reason, the distance from the ground to the bottom of the vehicle is relatively small. In a similar way, this is also the case for rescue vehicles that has to be able to pass gates in buildings. This implies that the self- propelled vehicle is not suited to move (by itself) over big distances in on terrain.

Amended Specification  
Falck-Schmidt 10/593,455  
EXHIBIT II

It is thus, according to the present invention, advantageous that a set of wheels ~~kan~~ can be lowered so that the distance from the ground up to the bottom of the vehicle can be increased substantially.

In this manner, it will be possible to tow the vehicle as a trailer with high speed for greater distances that are also outside an outlined road.

Said set of wheels can be wheels that are also used in the self-propelling configuration, or wheels that are solely meant for use in their lowered configuration.

#### BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a schematic side elevation of the relatively low vehicle and a front of an aircraft.

Figure 2 is a schematic top view of the vehicle shown in Figure 1.

Figure 3 is a schematic side elevation of the relatively low vehicle shown in Figures 1 and 2 with a set of wheels lowered to raise the vehicle.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

The invention, as shown in Figures 1, 2, 3, relates to a self-propelled vehicle 10 that is, for example, to be used for support or service work on airplanes 1, hereby also military airplanes, for example to ventilate the airplane, performing service on the hydraulic systems of the airplane, the power supply, loading of ammunition, tanking of fuel, towing etc.

With the ongoing development of airplanes that start and land vertically, especially military airplanes, situations will arise where airplanes will not be receiving service in an airport, but for example on a parking lot, a piece of highway etc. This means the support vehicles 10 will have to be brought to the place in question. This is also the case with regards

Amended Specification  
Falck-Schmidt 10/593,455  
EXHIBIT II

to peacemaking or peacekeeping missions in far away destinations. This often means that support equipment, because of the need for a rapid intervention, will have to be moved to the area of operations by airplane. It is therefore advantageous that the vehicle comprises all the modules that are needed for support or service.

A vehicle of this kind can easily be flown to an area of operations where typically only one airplane at the time will receive service from the vehicle, and not like in a normal airport where several airplanes are receiving service from several vehicles.

When they are being used for performing service on airplanes, vehicles 10 of this kind are preferably relatively low 12 so that they can pass under the wings of an airplane 1. For this reason, as shown in Figure 1, the distance from the ground 14 to the bottom 16 of the vehicle 10 is relatively small. In a similar way, this is also the case for rescue vehicles that has to be able to pass gates in buildings. This implies that the self-propelled vehicle 10 is not suited to move (by itself) over big distances on terrain.

It is thus, according to the present invention, advantageous that a set of wheels 20 (Figure 2) can be lowered 22, as shown in Figure 3, so that the distance 2 from the ground 14 up to the bottom 16 of the vehicle can be increased 4 substantially.

In this manner, it will be possible to tow the vehicle 10 with tow bar 18 as a trailer with high speed for greater distances that are also outside an outlined road.

Said set of wheels can be wheels that are also used in the self-propelling configuration, or wheels that are solely meant for use in their lowered configuration.

Self-propelled vehicles 10 that are, for example, to be used for support or service work on airplanes 1, hereby also military airplanes, characterized in that a set of wheels 20 can be lowered 22 so that the distance 2 from the ground 14 up to the bottom 16 of the vehicle 10 can be increased 4 substantially.

Amended Specification  
Falck-Schmidt 10/593,455  
EXHIBIT II